



Pictured above is the Public Grain Elevator, Port of New Orleans, whose superintendent is Charles J. Winters, newly-elected president of the Society of Grain Elevator Superintendents. At the close of its current fiscal year upwards of 60 million bushels of grain will have cleared its facilities.

Grain

JUNE 1949

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JUNE 1949

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

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SOGES CHAPTER MEETING DATES

1st TUESDAY — Minnesota SOGES Chapter. Ernest O. Ohman, Osborne-McMillan Elevator Co., Minneapolis, President; James Auld, Hales & Hunter Co., St. Louis Park, Secretary.

2nd TUESDAY — Omaha Council Bluffs SOGES Chapter. John T. Goetzing, Rosenbaum Bros., Omaha, President; W. S. Pool, Nebraska-Iowa Elevator, Omaha, Secretary.

2nd FRIDAY—Central States SOGES Chapter. M. M. Darling, Acme-Evans Co., Indianapolis, President; N. R. Adkins, Ralston Purina Co., Lafayette, Secretary.

3rd TUESDAY—Kansas City SOGES Chapter. Ralph Yantzi, Wolcott-Lincoln Grain Co., Kansas City, President; Robert T. Congrove, Standard Milling Co., Kansas City, Secretary.

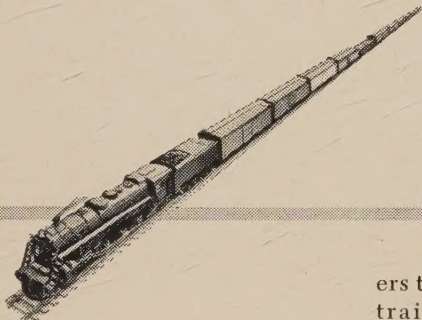
3rd TUESDAY — Chicago SOGES Chapter. Edward Anderson, Norris Grain Co., Chicago, President; Harry Hanson, Glidden Co., Chicago, Secretary.

3rd THURSDAY — Buffalo SOGES Chapter. Cornelius Halsted, General Mills, Inc., Buffalo, President; James Burns, Pillsbury Mills, Inc., Buffalo, Secretary.

JUNE 1949



Strawberries... from Cactus Plants ?



No, not quite! But to a foreign businessman on his first visit to the U. S., it seemed that *must* be the answer when in mid-winter at a smart desert hotel, he was served fresh, luscious strawberries.

To his question "How, please, do they grow strawberries *here*?" there came an immediate answer.

"They don't. They ship 'em in instead. Fresh or frozen, in refrigerator cars—by railroad. Get 'em all over the U. S. that way."

But even that doesn't tell the *whole* story of the railroads' co-operation with producers . . . For railroad agricultural agents help introduce new crops or new varieties which create new income for farmers as well as more traffic for the railroads. They work with government agricultural departments, and their agents, not only to find better ways of shipping but also to help develop new markets for foodstuffs and livestock.

It was American railroad initiative, too, that brought to the nation's farm-

ers the agricultural demonstration train with its lectures, exhibits, demonstrations and free bulletins—products of college classroom and laboratory.

This is something beyond the routine job of seeing that cars arrive promptly for harvest . . . that foodstuffs are properly iced en route . . . or that livestock gets fed and watered on the way to market. In seeking to improve their services, the railroads strive constantly to help themselves by helping others *still more*. And this practical viewpoint has made the American railroads the most efficient, most economical, self-supporting mass transportation system in the world.

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20th Anniversary Convention of SOGES Acclaimed Greatest Meeting in Its History

WITH a registration of 220 members and an uncounted number of interested guests, the 20th Anniversary Convention of the Society of Grain Elevator Superintendents held to a spirited and an accelerated pace throughout the business sessions and attendant events. In the latter the men were joined by their ladies, 110 feminine guests registering to bring the total convention registration to 330 participants. This is a new high in SOGES attendance.

THE program committee spared no effort to prepare and present an excellent array of speakers, meetings, symposiums and roundtable discussions. No portion of the lengthy program lacked interest and the supers were given a splendid 4-day educational course in all phases of their chosen profession. They were also afforded the added opportunity to add their successful innovations and methods for the general benefit of their colleagues during the symposiums and roundtables. No superintendent returned home without feeling that he had gained a wealth of knowledge by attending this annual meeting.

OPENING DAY SYMPOSIUMS STIR ACTIVE DISCUSSIONS

The morning was devoted to registration and reunion by most of the conventioners. Three executive meetings of officers and program participants preceded the luncheon for the superintendents. Their hosts, the Minneapolis SOGES Chapter, in this hospitable gesture of a get-together meal started the convention off in a warm and friendly manner that held through the full convention.

The convention was officially opened at the afternoon session by President Clifford A. MacIver, Arch-Daniels-Midland Co., Minneapolis, who presented Arthur M. Hartwell, Vice-President, General Mills, Inc., and president of the Minneapolis Grain Exchange as the "Address of Welcome" speaker. Mr. Hartwell was warm in the praise of the superintendents' efforts, their

place in the grain industry, and their contributions to the general welfare of the nation. He cordially invited the visitors to the Exchange and cited the many proud attainments reached by Minneapolis in the grain elevator field. R. B. "Bart" Pow, Reliance Grain Co., Ltd., past president of the SOGES from Fort William, Ontario, responded gracefully for the superintendents.

President MacIver's report was worded as a challenge to the members to formulate action on firm and well-defined progressive policies for the Society's future attainments. He urged that revitalizing methods be employed to spur faster and greater growth in stature. MacIver praised the efforts of Charles J. Winters, Public Grain Elevator, SOGES 1st vice-president, New Orleans, La., Robert R. Bredt, Fruen Milling Co., Minneapolis, and the convention committee for their work in convention preparations. The untiring efforts of Clarence W. Turning,

SOGES Safety Director, and Oscar W. Olsen, SOGES Safety Contest Chairman, in the Society's Safety work were also recognized.

Following the introductory session, the Symposium on Paper Grain Doors developed into a pro and con discussion that opened with a "shot heard 'round the convention" style. The consultants, T. Aldo Johnson, Van Dusen-Harrington Co., W. L. Harvey, Association of American Railroads, J. E. Larson, Western Weighing and Inspection Bureau, and George Murphy, Signode Co., found that this was a sore subject with many of the elevator superintendents. The discussion however, cleared up many controversial matters and pointed the way for a more detailed study of the advantages and disadvantages of the paper grain doors.

The Symposium on Car Unloading heard George Schmidt, Archer-Daniels-Midland Co., Decatur, Ill., Warren Noble, Minneapolis, representing the Addick's car unloader shovel, A. B. Osgood, The Day Co., Minneapolis, A. D. Sinden, Stephens-Adamson Mfg. Co., Aurora, Ill., and H. W. Harmon, Stearns Magnetic Separator Co., Milwaukee. All the consultants presented the latest efforts and results in the development of an efficient car unloader. During this meeting it was proposed that extra effort be exerted in research on the study and development of the car unloading problem and that the elevator companies should join together in employing a man on a full time basis to solve the problem.

Wednesday evening was "Exhibitors' Night" at the convention. The many exhibits featured new and im-

proved equipment for operational, safety and maintenance efficiency. The show was one of the best ever set up at a SOGES annual meeting and did much to help in making this convention the success that it was.

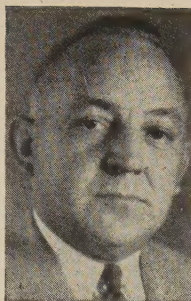
FREEDOM OF INDIVIDUAL THURSDAY SPEAKERS' THEME

The morning meeting opened with an address, "Today's Challenge to Americans" by Bradshaw Mintener, Vice-President and General Counsel of Pillsbury Mills, Inc., Minneapolis. Stressing the fact that every individual should be concerned with the affairs of his country, he stated that less talk and more action is needed in every community and in all business associations.

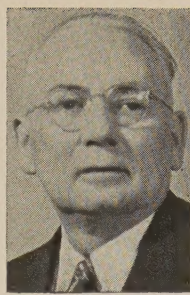
The First Roundtable Session was grouped to discuss Corn and Drying, Barley and Malting, and Power and Transmission. The reports of these group recorders will be presented in GRAIN.

The "Get-Acquainted" luncheon featured Robert C. Woodworth, Assistant to the President, Cargill, Inc., Minneapolis, speaking on "Free Enterprise". Mr. Woodworth reminded his listeners that business had done all right without government help or supervision and listed the foundation of the American system of free enterprise as Contract, Free Choice of where to live, work, sell, spend, and Competition. He warned of the trend toward the socialistic attitude and asked that every individual be on guard against its inroads.

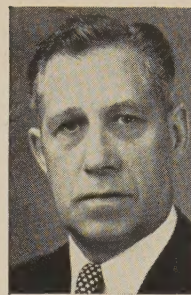
The Second Roundtable Session, opening the afternoon business meeting, provided for discussions on Wheat and Rye, Feed and Cereal,



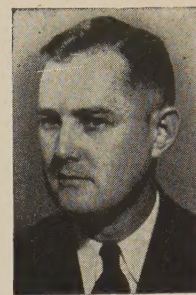
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Ward E. Stanley
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Peyton A. Kier, National Biscuit Co., Toledo, Ohio.

and Elevating and Conveying. This meeting was followed by the Third Roundtable Session covering Repairs and Maintenance, Soybeans and Flax, and Personnel Relations. Reports of these groups will be published in GRAIN.

Mrs. Eunice Dustin of the Chicago Board of Trade presented an illustrated "Story of the Grain Market" following the dinner held Thursday evening. The superintendents, their wives, their guests, were treated to an enlightening picture of the work of the boards of trade in serving the producers, handlers, processors, and consumers of grain. The showing of Charles J. Winter's color

films of the New Orleans Mardi Gras closed events for the day.

SAMPLING AND GRADING - SAFETY-TOURS HIGHLIGHTS FRIDAY PROGRAM

Rolling along in "High gear", the morning session opened with "Sampling and Grading Grain in Cars" with Ron F. Kennedy pointing out that present methods of grain sampling are obsolete. The secretary of the Northwest Country Elevator Assn., and the Minneapolis Terminal Elevator Assn., stated that the Commodity Credit Corporation



The Thursday Evening Dinner Meeting



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The Accident and Injury Prevention Session which followed heard P. L. Bachman, Safety Director, General Mills, Inc., speak on "Our Investment in Safety is Worth the Cost" and detail the time and expenditures needed to make safety work show commendable results. The SOGES safety experts, Clarence W. Turning and Oscar W. Olsen along with Robert Ranney, Ralston Purina Co., Minneapolis, emphasized the need for greater efforts in solving problems concerning safety and the lessening of hazardous and vulnerable-to-injury locations in grain storage plants.

Hart-Carter Company's "Fish and Chips" luncheon was the prelude to a conducted trip to that company's plant and many other tours through grain establishments by the members. Two interesting talks were given at the luncheon by Dr. John Parker, Director Midwest Barley Improvement Assn., Milwaukee, and his assistant Mr. Buckman. Both explained the workings of the Barley association and their experiments for better barley production and quality.

BUSY FINAL DAY ENDS ON ENTERTAINMENT NOTE

With a "full steam ahead" enthusiasm, members convened for the morning session to hear reports given by the various Roundtable recorders. At the conclusion of the reports a question and answer discussion followed. After this period, two panels on "Grain Storage and Processing" and "Maintenance and Personnel" were given the full measure of attention that was a feature of all the business meetings.

Voting members attended the business session held during the afternoon. The various committee reports and the election of officers put "finis" to the business of the

20th Annual Meeting of the Society of Grain Elevator Superintendents.

Socially, the highspot was the Associates' Reception and the Annual Banquet held in the Main Ballroom of the Nicollet Hotel on Saturday evening. The four days, short in time but long in progressive and educational results, were enterprisingly brought to a close by the last evening of fellowship and friendship. It was a great Anniversary Convention.

THE LADIES WERE BUSY TOO—

The feminine contingent that attended the 20th Anniversary Convention of the Society of Grain Elevator Superintendents found that they too had a full program of events to attend. On Wednesday the "Gals" were guests of Archer-Daniels-Midland Co. at a "Three-to-Five Tea" and following a bus tour of the Twin Cities on Thursday morning they lunched and viewed a style show arranged for them by the Superior Separator Co. and Northland Machinery & Supply Co. They joined the "menfolks" at dinner.

Friday featured tours through the Betty Crocker and Ann Pillsbury Kitchens during the morning hours along with a bus trip to Lake Minnetonka. The ladies lunched there at the LaFayette Club as guests of the Minneapolis SOGES Associates. At three o'clock, Mr. and Mrs. Ben J. Many of Chicago, held a reception for the SOGES ladies in the Minnesota Terrace Room.

We have no idea what happened between Saturday morning breakfast and 4:59 P.M. but at five o'clock all of the "womenfolk" were on hand for the SOGES Associates' Reception held in the Junior Ballroom. They needed no coaxing to stay for the Annual Banquet and the Associates' Entertainment program. After the gay whirl around Minneapolis during the convention, we sort of wonder if our ladies aren't marking the calendar for that New Orleans trip next year. Could be.

TRANSCRIBING SAFETY RECORDS WITHOUT SCRATCHING

ANOTHER year has gone by and in my opinion, our Safety Program, has been running by momentum and without much inspiration, turning round and round, like an old phonograph record—that is running down. A wornout phonograph record, when in use — at least emits some sounds, uninspiring as they may be, but our program is unwinding without much audible comment; therefore, it is difficult to measure results; except by quoting our list of casualties and the accident score for the past year.

Safety Program All Year

I have repeatedly asked that a new safety organization be formed, as our safety program needs new blood. Perhaps with new men turning the crank we can get some inspiring note out of our safety record next year.

Our Society has been criticized in the past for bringing up worthwhile ideas at the annual convention and letting the matter drop as soon as the convention is adjourned. This is a bad habit, when involving any important activity; and such lack of action in promoting a safety campaign is fatal to the success of that campaign. We cannot make progress in accident prevention unless each superintendent devotes the necessary time to safety and tells us what he is doing; so that the other members can benefit from the lessons he has learned.

Record Shows Faults

The types of accidents reported in 1948, indicate that in many of our plants, we are neglecting the fundamentals of accident prevention, such as providing proper eye protection (goggles etc.); training the men in the proper handling of materials (as evidenced by the abnormal number of hand and foot injuries); failure to insist on safety shoes (which would have prevented several of the foot injuries); poor



Oscar W. Olsen, Globe Elevator Division, F. H. Peavey & Co., Duluth, Minn. Chairman, SOGES, Safety Committee.

housekeeping in yards and on docks (proper clean-up would have prevented several injuries caused by stepping on nails.) Head protection is necessary on some jobs (hard hats would have prevented 3 head injuries.) Failure to secure prompt and proper first aid, resulted in four infected wounds.

Safety Inspections

I cannot comment at length on the causes of 1948 injuries, as in most cases the superintendents failed to give details. However, what I have already said, indicates the need for going back to our plants and closely checking on our own safety programs. Frequent and thorough inspections are necessary, and defects must be corrected promptly. It is also necessary that we pay more attention to employee training. Unsafe practices show up on too many accident reports.

We will be glad and willing to furnish any data you require, if you will tell us your problems. When you hear a discord on your safety record, let us know, and we will help you tune up.

Participants in the SOGES Safety Contest awarded trophies for the past year were listed in the April issue of *Grain*.

1948 Response Encouraging

No doubt, each of you has already seen our score sheet for 1948. If you have compared these figures with those of previous years, you have noted that considerable progress has been made.

The total number of plants reporting their record for the year, was the greatest ever.

The total number of man hours worked, far surpassed the total for preceding years.

The frequency rate is the best since, 1941, but the severity rate has only been higher in two previous contests.

On this showing, perhaps you feel, that I should not complain. However, there is much room for improvement, as our record on frequency is almost twice as high as the rate of those companies reporting to the National Safety Council, and our frequency rate is about ten per cent higher than that of the coal dock group, where the hazards are much greater than on our properties.

Safety Contest Suggestions

What I ask is this: That your officers appoint a new safety committee to initiate and carry through safety plans that will arouse and maintain the interest of each Superintendent and all employees, in our continuous campaign for the reduction of accidents. That each Superintendent enter his plant in the 1949 safety contest, if he has not already done so. That each plant report the details of any serious accident, showing the cause of same, and action taken to remedy the situation. That each Superintendent write us stating in what manner our National committee can help him in his own safety program.

Our objective continues to be: The elimination of all preventable accidents; and a 100% entry list in the 1949 safety contest.

SOGES REGISTRATION

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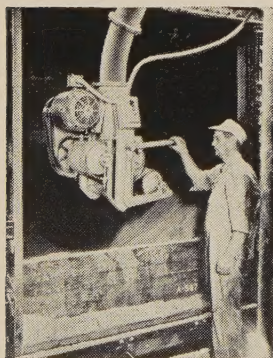
Anderson, E. W., The Day Company, Buffalo, N. Y.
Anderson, Henry J., The Bunge Corp., Mpls., Minn.
Andrews, John, Northland Machinery, Ltd., Fort William, Ont.
Arendall, H. H., Innis, Speiden & Co., New York, N. Y.
Augustson, Walfred, Van Dusen Harrington Co., Mpls., Minn.
Auld, James, Hales & Hunter Co., Mpls., Minn.
Bach, Clarence C., Archer-Daniels-Midland Co., Mpls., Minn.
Badenoch, E. C. (Ted), S. Howes Co. Inc., Chicago, Ill.
Bakke, R. C. Pillsbury Flour Mills, Inc., Mpls., Minn.
Barnes, W. R., Benson Power Shovel Co., Ft. Worth, Texas
Belanger, John, Manitoba Pool Elevators, Fort William, Ont.
Berg, L. H., Underwriters Grain Ass'n., St. Paul, Minn.
Bishop, G. N., Western Waterproofing Co., St. Louis, Mo.
Blodgett, Frank E., The Weevil-Cide Company, Kansas City, Mo.
Blum, Vincent J., Omaha Elevator Co., Omaha, Nebr.
Boadway, Norman, Collingwood Terminals, Ltd., Collingwood, Ont.
Bostrom, Carl S., Farmers Union Grain Terminal, Duluth, Minn.
Bourdonnay, A. R., Burrus Mill & Elev. Co., Fort Worth, Tex.
Bowers, George C., Link Belt Co., Mpls., Minn.
Bowman, Henry L., G. J. Meyer Malt & Grain, Buffalo, N. Y.
Bredesen, Arthur C., Arid-Aire Mfg. Co., Mpls., Minn.
Bredt, Robert R., Fruen Milling Co., Mpls., Minn.
Brown, D. E., A. C. Horn Co., Mpls., Minn.
Brusseau, Ray P., Froedtert Grain & Malting Co., Mpls., Minn.
Burnet, William B., Superior Separator Co., Mpls., Minn.
Burns, James O., Pillsbury Mills, Inc., Buffalo, N. Y.
Carlson, Emil, Van Dusen Harrington Co., Mpls., Minn.
Carlson, Frank E., Underwriters' Grain Ass'n., Chicago, Ill.
Carlson, John E., F. H. Peavey & Co., Duluth, Minn.
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Champlin, V. I., Archer-Daniels-Midland Co., Mpls., Minn.

Christensen, Paul H., Van Dusen Harrington Co., Mpls., Minn.
Christie, E. A., The Quakers Oats Company, Cedar Rapids, Iowa.
Clark, Dean M., Society of Grain Elevator Superintendents, Chicago, Ill.
Clark, C. Wallace, Anheuser-Busch, Inc., Springfield, Mo.
Collins, George, Stratton Grain Co., Milwaukee, Wisconsin
Combs, Wm., Combs & Co., Kansas City, Mo.
Crane, R. W., Anderson Crane Rubber Co., Mpls., Minn.
Crow, A. L., American Cyanamid Co., Collinsville, Ill.
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Dickinson, Joe W., Imperial Belting Co., Chicago, Ill.
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Dillman, Edwin K., Leval & Co., Mpls., Minn.
Doolittle, Joe., Corn States Hybrid Service, Des Moines, Iowa
Douglass, Fred, Superior Separator Co., Mpls., Minn.
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Edwards, H. C., Jr., B. I. Weller Co., Chicago, Ill.
Elliott, James B., Link Belt Co., Mpls., Minn.
Elstad, Carl, Minneapolis, Minn.
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Erickson, Raymond H., Grain Terminal Ass'n., Duluth, Minn.
Escher, Edward P., Screw Conveyor Corp., Hammond, Ind.
Ferguson, Don, Campbell Dryer Co., Sioux Falls, S. Dakota
Fischer, Don, Ralston Purina Co., Mpls., Minn.
Forrest, Vic., Security Mechanical Service, Mpls., Minn.
Forsell, Lloyd E., Albert Schwill & Co., Chicago, Ill.
Freund, Orman E., Rahr Malting Co., Mpls., Minn.
Friedlund, Stanley W., Chas. W. Sexton Co., Mpls., Minn.
Gallehugh, Fred., Kansas Grain Co., Kansas City, Mo.
Gassler, Wm. H., Rosenbaum Bros., Chicago, Ill.
Gerber, R. A., J. J. Gerber Sheet Metal Works, Mpls., Minn.
Goetz, Clarence E., Continental Grain Co., Buffalo, N. Y.
Goetzinger, John T., Rosenbaum Bros., Omaha, Nebr.
Gorgen, Roy E., The Day Company, Mpls., Minn.
Gould, W. J., B. J. Many Co. Inc., Chicago, Ill.
Graves, H. F. Sr., Capitol Elev. Co., Duluth, Minn.
Graves, John E., Capitol Elev. Co., Duluth, Minn.
Green, Henry, Pillsbury Mills, Inc., Clinton, Iowa.
Hackney, P. S., Pillsbury Mills, Inc., Wichita, Kansas
Haggerty, Thurman, Central Soya Co., Decatur, Ind.
Hagman, D. H., Archer-Daniels-Midland Co., Mpls., Minn.
Halberg, Al, Pillsbury Flour Mills, Inc., Springfield, Ill.
Hales, B. F., Interstate Malt Co., Oconomowoc, Wisc.
Hallgren, Don, J. C. Crouch Grain Co., Amarillo, Tex.
Halstead, Cornelius H., General Mills, Inc., Buffalo, N. Y.
Hanks, E. C., Westinghouse Elec. Corp., Chicago, Ill.
Hansen, Howard G., Old Fashioned Millers, Inc., White Bear Lake, Minn.
Hanson, Harry S., The Glidden Co., Chicago, Ill.
Hanson, Harry S., Innis, Speiden & Co., New York, N. Y.
Hantz, Harold A., Weevil-Cide Co., Kansas City, Mo.
Harbin, C. E., Underwriters' Grain Ass'n., Chicago, Ill.
Harfst, Dick, Seedburo Equipment Co., Chicago, Ill.
Hayes, Richard C., Link Belt Co., Mpls., Minn.
Heinrikson, H. L., Terminal Grain Corp., Sioux City, Iowa
Herdier, William, Schlitz Brewing Co., Milwaukee, Wisc.
Herod, Roy L., Langdon Supply Co., Kansas City, Mo.
Hess, B. P., Westinghouse Elec. Corp., East Pittsburgh, Pa.
Hiller, Joseph H., International Milling Co., Mpls., Minn.
Hoag, Ray, Link Belt Co., Mpls., Minn.
Hodge, Harry, Farmers Grain Dealers Ass'n., Des Moines, Iowa
Hoisington, Olin M., Kansas Milling Co., Wichita, Kansas
Holden, Harry J., Norvell-Williams, Inc., Kansas City, Mo.
Inks, Lewis, The Quaker Oats Co., Akron, Ohio
Irwin, L. C., Searle Grain Co., Fort William, Ont.
Jacobson, R. M., Jacobson Machine Works, Mpls., Minn.
Jacoby, Joe, Thompson Hayward Chem. Co., Mpls., Minn.
Johnson, Russell M., Farmers Union Grain Terminal, Duluth, Minn.
Jones, George R., Industrial Elec. Co., Mpls., Minn.
Josephson, Edgar A., Schreier Malting Co., Sheboygan, Wisc.

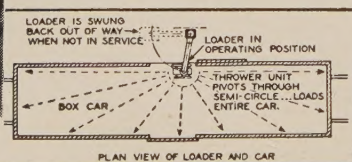


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 Kirk, Wm. F., Grain & Feed Journals, Chicago, Ill.
 Kitching, Jack, G. L. F. Mills, Buffalo, N. Y.
 Koch, Walter, American Miller & Processor, Chicago, Ill.
 Kohout, Frank J., A. C. Horn Corp., Mpls., Minn.
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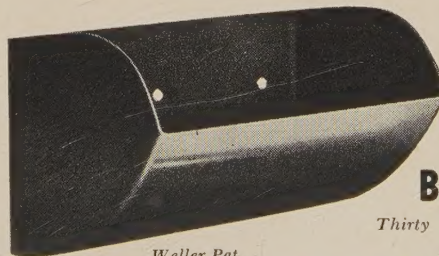
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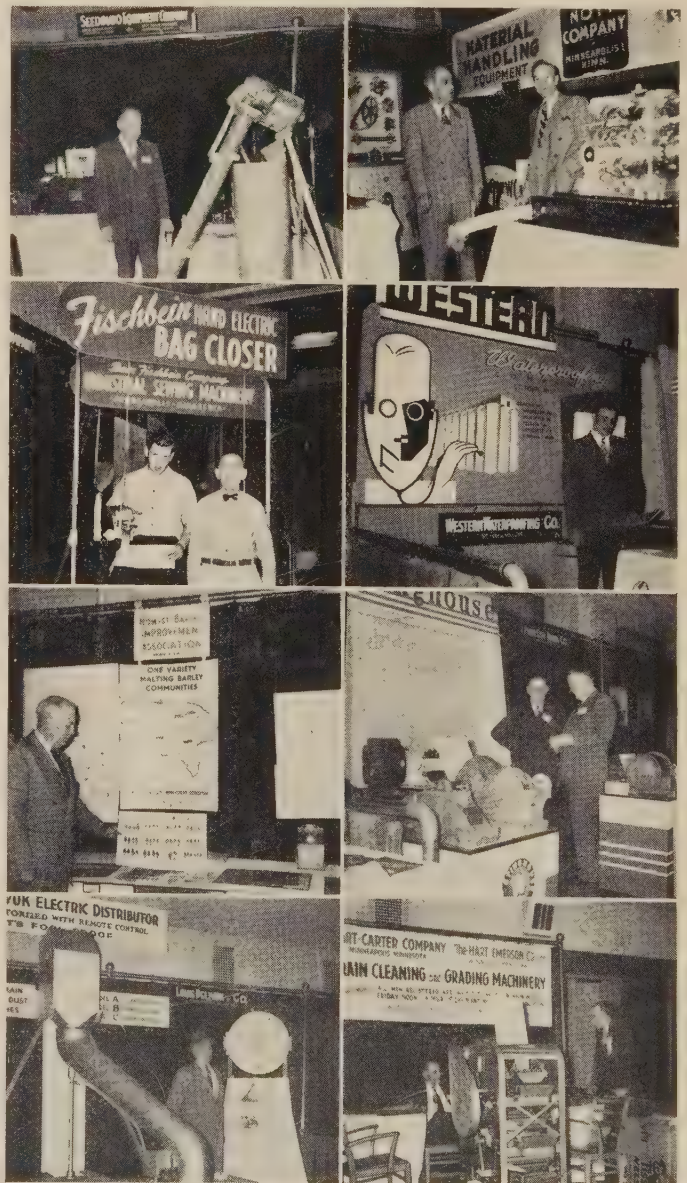
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ROUND TABLE SESSIONS

Elevating and Conveying

Recorder: J. Bruce Winfield,
Canadian Pacific R.R. Elevator,
Port McNicoll, Ont.

As per schedule, the meeting on Elevating and Conveying was brought to order at the proper time with Mr. L. C. Irwin as Chairman. After Mr. Irwin's opening remarks, the meeting was thrown open for general discussion of the various problems.

Synthetic rubber belting came in for a full share of debate and it was the general opinion of most members present that the difficulties now experienced would be overcome, as the product was improved to the place where it was almost equal to natural rubber, and the chief difficulty of keeping belts in line would not be so great.

Loading spouts also seemed to be uppermost in the minds of some present, but no one seemed to have a definite solution. The Chairman advised contacting the manufacturers, who might iron out the troubles. The Webster Company were the makers.

Circulars describing conveyors for handling bagged material were passed around the table and those connected with this operation were quite interested. The conveyors were so constructed as to allow same to be directed in various positions, and no doubt, this conveyor will be a decided improvement over the straight type.

Screw conveyors were also explained very thoroughly and it was pointed out they were suitable for handling possibly 50 different commodities such as whole grain, grain products, and cement—just to mention a few. It was also pointed out that when changing from one material to another, the conveyor could be reversed and thoroughly cleaned in preparation for the next operation.

Another belt called the Zipper belt was mentioned, and I can readily understand the function of this type as it was explained how the material being handled was entirely closed in, thereby eliminating the usual dust extracted from the stream of grain caused by the air current in transit.

It was also strongly recommended that all leg casings be extended through the roof, with openings equal to the area of the discharge spout. This relieves any pressure which might build up in the garner and also acts as a release valve in case of an explosion.

Backlash of grain occurring in legs was also mentioned, and there were various cures for this trouble. To mention just a few, we might start off with the rubber apron at the

throat of the leg and placed as close to buckets as possible without actually coming in contact with same.

The speed of the head pulley has also got to be right and the proper type of buckets used to give the required results, depending on the kind of material being handled.

This, gentlemen, is a very brief report, and I feel it does not do justice to a very interesting and educational meeting, and I would like to congratulate Mr. Irwin on the very able manner in which this Round Table discussion was handled.

Thank you for your attention.

Wheat and Rye

Recorder: Philip S. Hackney,
Pillsbury Mills, Inc., Wichita, Kan.

The leading question was "What causes sick wheat?"

The answers were—excess moisture, immature wheat which starts to germinate, and lack of oxygen caused by laying too long in the bin before turning. Most of grain elevators are very busy unloading new wheat crop, and do not turn in time, nor often enough to retard this action, and at large terminal elevators where there are large amounts of this grain at the beginning of the harvest, it is difficult to turn fast enough after it has been determined the wheat is going out of condition. The sick wheat should be turned every two to three weeks, as this so-called sick wheat must have more oxygen to live than normal wheat, and turning is the answer.

High moisture from 13.5 up should be binned very carefully—at least 1% difference; for example, 14 to 15, 15 to 16% separate, and if possible, bin by $\frac{1}{2}\%$ such as 14 to $14\frac{1}{2}$, $14\frac{1}{2}$ to 15, etc. Other factors that can and do work against the conditioning of sick wheat are excessive heat at the time of harvest, humidity in the air, variety of the wheat, and house not having turning space, caused by filling house to capacity.

The wheat does not have to be of high temperatures to be totally damaged; if the wheat has high moisture, it will develop total damage, as low as 80° temperature if not given oxygen by turning.

Lack of knowledge at source of supply in being able to detect this inferior wheat condition sometimes starts sick wheat and when it gets to destination, it is well started.

Other methods of helping this situation are blending or mixing backlog of old normal wheat with the new high moisture or sick wheat, which helps retard dead germ action by equalizing moisture content and

at the same time decreasing temperatures. This has been found to be beneficial for a period of 6 weeks but beyond this period of time it is questionable.

Infestation by Insects

When is the proper time to treat for infestation?

The method in the past years was to treat on the second turning, or when the Zeleny Thermometer system showed heating condition, which normally means infestation.

The prevailing method which has been caused by increased storage capacity is to treat on the first turning as a preventative measure of having excessive infestation. This method decreases fragmentation count in the wheat. This method in the past year has proven very successful.

Dosage for infestation by fumigant companies is based on normal conditions of grain; as moisture content and temperature increase, greater dosage should be applied.

High temperature and high moisture and heavy infestation should be pre-turned before treating about 3 days, and when turned to treat, dosage should be increased by 50% or more if very bad.

Infestation and fragmentation count could be decreased by growers and country elevator operators by proper treatment at source, and then followed through by terminal operators.

Corn and Drying

Recorder: Vincent Blum,
Omaha Elevator Co.,
Council Bluffs, Ia.

Fires in grain driers—drying corn or soy beans.

Various suggestions were given that have proven practical in different locations such as:

To install 16 mesh wire over air ducts to prevent beeswings from being sucked into hot air duct—

To install water wash over air duct outlets from drier to wash beeswings into sewers—

To install scalpels with air aspiration to remove all debris, cobs and beeswings from corn—

Periodic cleaning of driers ranging from every 48 hours to every 14 days of operation, depending on conditions in various localities—

Close in spots where beeswings and cobs collect to cause fires—

Have garner above driers to even out flow into drier racks.

Drier operating temperature.

Various opinions were discussed as to what is the best temperature to operate a drier. The range seemed to be from 180° to 220° in direct

heat driers, and up to 250° in steam driers—this range depends on the condition of grain and original maize, also the amount of FM that resulted from the drying operation. The general opinion was that higher temperatures increased FM.

This brought up the subject of grain temperature in driers, and it was agreed that the temperature of the grain is harmful to the processing qualities of corn if the grain temperature goes over 150°. The temperature of the grain can be determined by using a thermometer in the grain in the lower sections of the heater racks.

Storage of kiln dried corn.

This depends on locality and weather conditions. Northern sections store K D corn successfully at 15 to 15.5 moisture. Other localities have found it necessary to dry corn down to 14 to 14.5 moisture. It was also agreed that K D corn was not safe for storage if it contained over 2½% FM and that it was necessary to rake the tops of bins of storage corn that was put away in cold weather to prevent crusting of corn on top due to condensation in warm weather.

Various types of roof structure also control condensation on bin top in warm weather.

What has been done to prevent FM in kiln dried corn.

Various types of rubber liners in leg heads and distributing spouts have been tried. One is the canvas back rubber liner that is held at the top and allowed to hang loose in the spout. This prevents the liner from bulging in spots and wearing out.

Another is rubber covered sheet iron that can be cut to fit in any position.

Another is a rubber spray that is now being developed by the Minnesota Mining Company. This can be sprayed in metal spouts to prevent breakage.

Install baffle boards in bins to prevent corn from striking walls of bin.

To keep grain temperature down as low as possible to turn out a better product and to prevent cracking the corn and destroying the milling quality.

Double Drying

Double drying in the case of corn 23° and 24° moisture, dry down to 18° or 19° moisture in first drying operation with cooler fans shut off, run from drier to house bin and let set in warm condition for at least 24 hours, then move to second drier and ry down to safe storage moisture—it was the general opinion that the FM increased in corn when more than 5% moisture was removed from corn in one drying. The double drying has proven very practicable in elevators with two driers.

Invisible shrink on KD corn and blending corn of various moisture into driers.

Actual experience on 3½ million bu. lot of corn was found to be 1,2147% shrink for each 1% of moisture removed. Blending of corn to drier depends on length of time and temperature the grain is allowed to stand before moving to drier. A blend of 20% moisture corn with 30% moisture corn mixed 50-50 had to set 13 days before the maize equalized itself to 25%. This was at approximately a temperature of 50°.

How much does corn pick up after kiln drying and types of moisture testers used in checking KD corn from driers.

The opinion was that 1% was allowed when using a tag moisture tester and that when a Brown Duval tester was used, no allowance was used—but various members agreed that voltage fluctuation in electric power would cause trouble when electric moisture testers were used and it was found necessary to install voltage regulators in the lines to the moisture testers.

The opinion was also given that voltage drop in power may also be a fire hazard—causing motors to burn out in driers.

Cost of operating a direct heat drier against an indirect heat drier.

Steam unit approximately 30% higher when unit is installed for drying only—this does not hold true in large processing plants that use steam for various functions.

Indirect heat always is more costly than direct heat.

The resolution was passed that the S.O.G.E.S. go on record to attempt

to get more lenient standards in regards to FM in the corn grading standards, and that an attempt be made to change the grading screens from 12/64 to 8/64.

John Mack of Standard Milling Company, Buffalo, New York, was appointed chairman of this committee to report at this convention on the resolution.

RESOLUTION REGARDING CHANGE IN CORN GRADES

WHEREAS, the present method of classifying foreign material in corn for grading purposes has been found to be detrimental to the warehousing and merchandising of corn, due to the fact that so-called foreign material carries a large portion of pieces of sound corn and

WHEREAS, each time corn is transferred and elevated, more of the fractured kernels are completely broken in the process, we are of the opinion that more tolerance should be allowed for large pieces of broken corn.

Therefore, be it resolved that we recommend that the present method of ascertaining foreign material be changed to the extent that a sieve of 8/64 dimensions be used in place of one of 12/64 dimension. Therefore, the material passing through this sieve will more closely represent foreign material through elimination of broken pieces of corn.

Respectfully submitted,

John A. Mack
Chairman
M. M. Darling
Clarence E. Goetz
Dunkin A. Welte
R. H. Miller
Albert S. Krotz




**IT'S BEST FOR
GREATER CAPACITY**

Bigger Fill—Less Spill—Perfect Pick-up and Discharge. The HIGH LIP picks up a full load and the HIGH ENDS and WIDE BOTTOM retain it. The bucket has the correct design to empty at the right moment. The shape of the bottom conforms to the top, permitting better spacing on belt—no loss-gaps. Its construction means longer life on the job. Note how sturdy "Nu-Hys" are built—welded with wide flanges to insure strength. Let us show you how to achieve highest potential capacity and efficiency without expensive re-building or enlarging of legs. Write for form No. 76—no obligation. Let us analyze your problem.

IN CANADA—Manufactured and sold under license by Sullivan Mill Equipment, Ltd., 637 Davenport Road, Toronto, Ontario

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RAILROADS PREPARING FOR GRAIN MOVEMENTS

THE golden tide of winter wheat is starting again. Its swell has formed in Texas and before the summer is over, it will have swept north through the heaviest wheat producing area in the world. According to the latest forecasts, it will be second greatest crop in the history of American agriculture, falling only slightly under the all-time record crop of 1947.

This year as the harvest begins there are more railroad box cars available for service in the wheat belt than last year, but, on the other hand, there is much less storage space for grain.

The railroads, which handle the

great bulk of grain movements, have always made extensive preparations to move the grain. Prior to the harvest, surveys have been made to determine the number of cars needed, where they will be required, and when they will be necessary.

Handling Planned in Advance

Months of advance preparations include the cooperation of railroads, grain elevators and flour and feed mills, and the shippers of grain. Orders have been issued by the Car Service Division of the Association of American Railroads to make sure that a sufficient number

of box cars will be sent into Western territory to handle all grain movements.

As a result of this planning and cooperation, according to the A.A.R., the railroads in the past have been able to handle, without undue delay, grain for which storage space was available at sub-terminal and terminal elevators.

Studies of the box car situation have already been completed this year by the A.A.R., and it was found that there were 18,700 more box cars on western roads, including 7,300 more box cars available for service in the wheat belt than there were at the same time last year.

The A.A.R. has said that because of this improved car supply, every bushel of wheat can be moved for which there is storage space available at terminal mills and elevators or port elevators.

Problems Start Early

But this is where the problems will start. Although it is time for the wheat to start moving, at the end of April the public elevators in the wheat belt had substantially less storage space available than at any time since 1942. According to the United States Department of Agriculture, there were some 508,000,000 bushels of grain from last season's harvest under loan and purchase agreements of which the government gained possession of approximately 475,000,000 bushels after April 30.

Public elevators in the principal Southwestern terminals and sub-terminals contained approximately 100,000,000 bushels of old grain at the end of April, and were thus well over half filled with grain from last year's harvest only three weeks before the start of the new harvest. This compares with the situation at the same time a year ago when the same terminals contained about 50,000,000 bushels of old grain and were slightly less than a third full.

IT'LL HOLD JUST SO MUCH...!



Including local and all other public elevators in the seven states of Texas, New Mexico, Oklahoma, Kansas, Missouri, Colorado and Nebraska, which make up the winter wheat belt, there were approximately 76,000,000 bushels of space available at the end of April as compared with 117,000,000 bushels of space available at the same time last year. This reduction of 41,000,000 bushels in public elevator capacity in the winter wheat belt is due to the carry-over of old grain, principally that held under government loan.

Government Grain

The Department of Agriculture reports 181,795,000 bushels of wheat, as well as 58,850,000 bushels of grains of other types, under government purchase and loan agreements in the seven winter wheat states. The loans on all this grain came due on April 30.

To move old grain held under loan and purchase agreements before the new harvest came in, the railroads in late April assembled more than 20,000 box cars at country grain loading stations in the West. By making these preparations, the railroads were ready to move every bushel of grain for which storage space was available.

But the problem is at once apparent. With a large part of last year's harvest vying with this year's bumper crop for elevator space, it is obvious that storage space simply will not be available.

Added to the problem of a shortage of space this year will be the perennial problem created when the full impact of the annual wheat harvest in the heaviest producing areas hits mills and elevators in the short period of two or three weeks.

Thirty years ago, for instance, the number of cars received at Kansas City in the months of July and August represented only about 17 per cent of the crop year, while in recent years, the receipts during the same period have represented approximately half the entire crop year.

Embargoes

This speed-up in harvesting has concentrated huge amounts of grain at country loading stations for shipment to elevators and mills for processing. The result has been that at the height of the winter wheat season, the terminal elevators and mills have been hard pressed to keep pace with the avalanche of grain flowing off the farms and through country elevators.

At times, the flow of grain exceeds a terminal elevator's facilities, and then it is necessary for the rail-

roads to impose an embargo on additional shipments of grain to such elevators. Embargoes are used as a last resort in emergencies to prevent the continued flood of grain when mills and elevators are full and railroad yards in the terminal and nearby cities are holding more cars than can be handled in a reasonable time. To load additional cars under these circumstances would clog transportation arteries and be of no service to anyone.

Before an embargo is placed,

ISCONTROL

your Weevil problem!

When you use LARVACIDE, you get control plus! LARVACIDE not only handles granary weevil and rice weevil, but is also deadly to lesser grain borer, saw-toothed grain beetle, flat grain beetle, Mediterranean flour moth and grain mites. Easily applied when receiving or turning, LARVACIDE's kill includes egg life and larvae. There's no explosion or fire hazard, and LARVACIDE's tear-gas warning cuts accident risk.

KILLS RATS TOO!

LARVACIDE at low economical dosage drives them out on the open floor to die, where they may be swept up without carcass nuisance! Fast airing—overnight exposure.

ISCOSPRAY SERVACIDE

Contact and fume sprays with LASTING KILLING POWER! Use on bin tops and bin bottoms, when empty.

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Larvacide

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You can get your supply of LARVACIDE in handy 1-lb. bottles, 12 to wooden case, or in cylinders from 25 to 180 lbs.

conferences are held with elevator operators to make certain the order is absolutely required, and then a careful check is maintained in order that grain may start to roll again at the earliest possible moment. In some cases, it is possible to divert grain from one terminal city to another in order to spread heavy shipments.

Once all storage capacity is full and a sufficient backlog of grain is on hand to keep elevators and mills operating at peak, additional railroad cars are of no great service.

The optimum in service is the availability of enough cars to handle every bushel of grain which can be stored or processed, with sufficient loaded cars on hand to keep elevators and mills busy. It is this service which the railroads are prepared to provide and which they will provide.

WHY EDS. SKIP TOWN

North Carolina has the largest peanut yield per acre.—Connecticut paper.

AAR ANNOUNCES LIMITED EMBARGO

On May 25 the Association of American Railroads announced that a limited embargo on grain shipments in the winter wheat belt to be effective June 1. Only grain consigned for storage is affected and the order was aimed at preventing congestion and undue delay of box-cars at grain storage points. The AAR pointed out that storage facilities in the belt now are more than one-half full with heldover grain and that the harvest of a near bumper crop of winter wheat is starting. No permits are required under the embargo but shippers of grain must certify on the bill of lading or reconsignment order that storage has been arranged. Grain moving to market is not affected by the order which covers Kansas, Nebraska, Colorado, Missouri, Oklahoma, Texas (except the ports of Galveston, Houston and Port Arthur), Council Bluffs, Iowa, and St. Louis, Ill.

CLEAN CARS

Receivers are particularly urged to observe the following points in connection with unloading cars before they are finally released:

1. Remove all blocking, strapping, bracing, and bulk heading from cars.
2. Remove all debris such as paper, broken crates, cartons or boxes, broken pieces of tile, or other portions of packing, packages, or bulk lading.
3. Do not use empty cars to dispose of platform or warehouse debris which should be disposed of as refuse in some other way.

Further in connection with Item 1 above, it is important that no metal bands be permitted to protrude from freight cars after unloading because of the hazard created to Railroad personnel, as well as to unloaders of box cars containing grain when power shovels are used.

FROM THE ATLANTIC TO THE PACIFIC --- CANADA TO MEXICO

ELEVATOR and Grain Mill Men have ordered and re-ordered the BENSON—the original ALL-METAL grain shovel—because its efficiency and economy have been proved in actual use. Whether you require one or a

number of grain shovels, the BENSON will save you time and money—without any danger to laborers or lost time through breakage.

A BETTER AND EASIER WAY

The BENSON Power Shovel was designed by and for practical grain men who knew that there must be some better way of unloading grain cars. Because it is made of lightweight aircraft metal (weighs only about 19 lbs.), and is scientifically braced to withstand strain, it makes operation easier and faster, facilitates "car clean up," and has PROVED in actual use to be most economical—by reducing your shovel repair and maintenance costs.

NEW PRICES

Standard—30" x 30" \$30.00

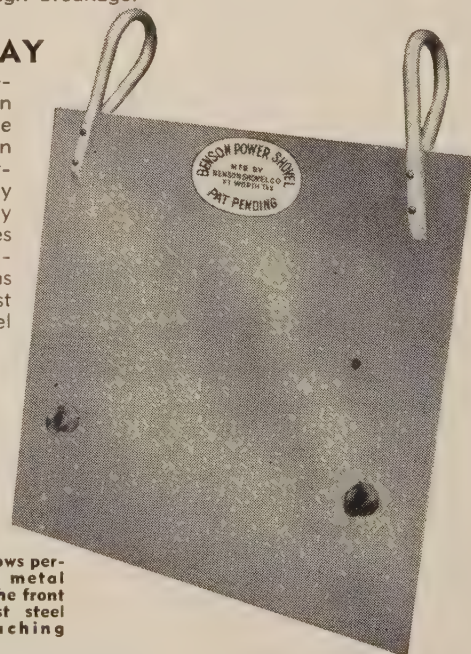
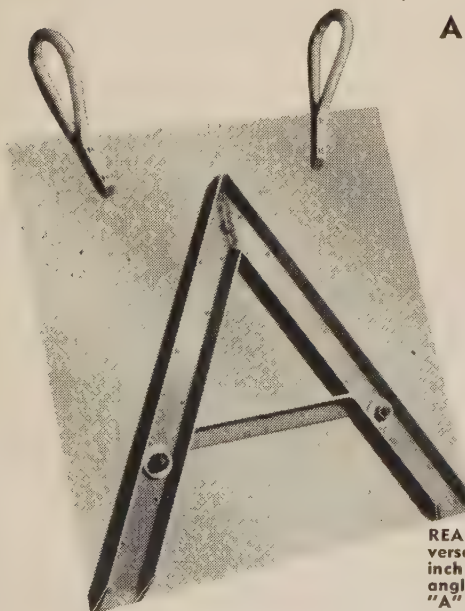
Medium—30" x 32" 33.00

Large—30" x 34" 36.00

All Prices F.O.B. Fort Worth
SHOVEL HANDLES — made of aluminum alloy — \$3.00 per pair.

REAR VIEW shows reverse side bracing of 3-inch channel and 1½" angle welded into an "A" frame and riveted to shovel plate.

FRONT VIEW shows perfectly smooth metal construction of the front surface, with cast steel hooks for attaching cables.



Order from Your Local Supplier or Jobber
BENSON POWER SHOVEL CO.
501 Sinclair Building Fort Worth, Texas

CAR UNLOADING RESOLUTION

During the Symposium on Car Unloading held at the SOGES convention, the resolution offered in substance recommended to the Terminal Elevator Grain Merchants Assn. that a qualified and competent man having an outstanding record in terminal elevator operations be engaged by them to conduct research and experimentation to expedite development of a car unloading device adaptable to the widest application. The resolution noted that there have been no substantial improvements in car unloading equipment in the past 50 years and that although several ideas have been advanced none have proved generally acceptable or adaptable.

CAR LOADING

Cumulative car loadings of grain and grain products for the 19 weeks to May 14, according to the report by the Association of American Railroads, were 823,899 cars. This is an increase of 10.8% over 1948 when cars loaded were 743,546. The 1949 figures compared with the 956,517 total for 1947 are 13.9% under the loadings for the same period of that year.

FLASH FLOOD DAMAGES TEXAS ELEVATORS

Considerable damage to buildings and stock of several elevators in Fort Worth, Texas, on May 17, was caused by the flash flood that tore through the city. Probably the hardest hit was the E. G. Rall Elevator leased by Continental Grain Co. Loss was not estimated yet but the water is being pumped out to put the elevator back in operation. The extent of penetration of water in the bins is still undetermined.

ELEVATORS OCCUPIED

As of May 7 public elevator capacity at the principal Southwestern market was 56.2% occupied compared with only 29.8% on the corresponding date last year. For the country as a whole 42.2% of public space was filled May 7 as against 21.4% on the same date in 1948.

KANSAS OPENS INSECT FIGHT

The Kansas Wheat Improvement Assn., with the cooperation of the U. S. Bureau of Entomology has asked all Kansas milling firms and 14 Kansas City grain firms operating country elevators, to actively participate in a drive to combat insect infestation in country wheat storage.

CARGILL LEASES B & O ELEVATOR

Cargill, Inc., of Minneapolis, has leased the Mt. Clare Elevator at Baltimore, Maryland, from the Baltimore and Ohio Railroad Company. The grain elevator, located at Pratt and Poppleton Streets, is constructed of reinforced concrete and was built in 1909. It is 185 ft. high, 84 ft. long and 64 ft. wide, and has a storage capacity for 250,000 bushels of grain.

Mr. Arne Lukko, manager of the Baltimore Branch Office of the Company, will be in charge of merchandising activities at the elevator, and Mr. Wallace Herberg has been appointed operating superintendent.

Mr. Lukko has been with Cargill almost twenty years, working at Minneapolis, Buffalo, New York and Washington. The grain office at Washington was moved to Baltimore in 1947, and he has been manager since. "The acquisition of this elevator will permit Cargill to offer the local trade a complete grain service," Mr. Lukko said.

Mr. Herberg has had ten years elevator operation experience with Cargill, having been located at the Minneapolis, Buffalo and Superior, Wisconsin, plants. He is a veteran of World War II.

GTA LEASES SPENCER- KELLOGG ELEVATOR

M. W. Thatcher, General Manager, Farmers Union Grain Terminal Association, announces that GTA has acquired Spencer-Kellogg & Sons' grain elevator at Superior, Wisconsin.

The 1,300,000 bushel elevator has been taken over under lease. It is situated at the head of the Great Lakes. The acquisition of this space

is in line with the policy of expanding grain handling and storage facilities which was laid down by the co-op's farmer-patron stockholders at their last annual meeting in St. Paul last winter.

This is the third elevator acquired, or under construction, by GTA in the last year. About a year ago GTA purchased a modern concrete terminal facility from the Great Northern Railway at Sioux City, Iowa. A short time ago GTA started construction of a 600,000 bushel concrete house at Great Falls, Montana. The latter will be ready for handling the new crop in the coming fall.

The elevator at Superior was leased from Spencer-Kellogg & Sons, Inc., of Buffalo, New York. It adjoins the present 4,500,000 bushel GTA elevator there and has its own slip for Great Lakes ships. Unloading capacity is 50 cars per eight-hour day.

Thatcher said the new elevator will be operated as an annex to the present house.



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THAT
SUPERIOR ELEVATOR CUPS
ARE
MADE STRONGER
WILL
LAST LONGER
HAVE
GREATER CAPACITY**

and will operate more efficiently
at less cost than other elevator
cups.

"DP" - "OK" - "CC" - "V"

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MOLINE ILLINOIS**

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DON'T LET X Mark the Spot

FOR EFFECTIVE DUST AND GAS PROTECTION

ROBERTSON Explosion Ventilators

WILL

Remove the more explosive fine dust from the leg by continuous gravity action

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Release pent-up gases and flames in case of an explosion

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Minimize the possibility of a secondary explosion by continuously venting gases

ROBERTSON Ventilation Engineers

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Inspect your elevator and recommend proper sizes and number of ventilators to secure maximum protection at minimum expense.

Write Now for Details

H. H. ROBERTSON CO.

**Farmers Bank Building
Pittsburgh, Pa.**

ELEVATOR NEWS

The Valley Grain Co., Kansas City, announced the acquisition of six country elevators in Texas and Oklahoma and a subterminal elevator in Kansas to advance total storage capacity of the new grain firm to 750,000 bushels. The subterminal elevator with 380,000 bushel capacity is at Mildred, Kansas.

Announcement was made of plans for a second addition of 2 million bushels of concrete grain storage to the elevator of the Wichita Terminal Elevator, Inc., Wichita, Kansas. This will give the house an aggregate total capacity of 6 million bushels.

A 200,000 bushel steel and concrete elevator of the Farmers Grain and Cotton Co., Frederick, Okla., is near completion and will be ready for the wheat harvest.

Also to be ready at harvest time is the 150,000 bushel elevator of the Pullman Wheat Growers Assn., Amarillo, Texas.

The Smith Center Cooperative Mill & Elevator Co., Smith Center, Kansas, is surveying the possibilities of building a new 500,000 bushel elevator.

A 500,000 bushel addition to the Alva Publis Terminal Elevator, Alva, Oklahoma, will be built soon by Flour Mills of America, owner. The new addition will increase the capacity of the structure to 2 million bushels.

Central Soya, Inc., an affiliate of the McMillen Feed Co., Fort Wayne, Ind., has purchased the Barrett grain elevator at Wilmington, Ohio.

Plans for a 300,000 bushel concrete grain elevator was announced recently by the Farmers Cooperative Assn., Hobart, Okla.

One million bushels additional grain storage capacity will be added by the Public Terminal Elevator Co., Wichita, Kansas, to their present capacity of 2,750,000 bushels. The new structure is expected to be readied late this summer.

Construction of a 1,500,000 bushel concrete and steel elevator at Corpus Christi, Texas, will start in September. The new elevator will be one of the fastest and most modern in the nation, capable of unloading 240 cars of grain a day. Louis E. Meekins, president of the Great West Grain Co. and a group of associates will operate the new enterprise.

Eighteen Co-operatives will participate in the building of nearly 3 million bushels of grain storage in the Pacific Northwest. Size of the elevators to be built vary from a 60,000 bushel unit to a 300,000 bushel unit.

The 530,000 bushel Freeman Bros., Grain Co. elevator at Texhoma, Okla., was purchased by B. K. Smoot and J. J. Lanir of Salina, Kan.

A new concrete addition to the Sante Fe Grain Co. elevator at Friona, Texas, will be completed soon and will increase capacity to 500,000 bushels.

The Cooperative Grain Dealers Union will soon let a contract for construction of a new 240,000 bushel elevator at Sublette, Kansas. The new building will not be ready at harvest time however.

BUFFALO LAKE TRAFFIC UP

Grain shipments into Buffalo since the opening of navigation so far this year are running about four times as heavy as last year. Reports show that Buffalo elevators had received only 5,231,505 bushels at this date last year compared to delivery this year of 21,818,446 bushels.

RAZE BUFFALO ELEVATORS

The Great Eastern elevator in Buffalo has already been torn down and it is now announced that the Monarch elevator will be demolished to make room for housing projects. Two of the city's "old timers" will then be but a memory.

NEW UNIFORM GRAIN STORAGE AGREEMENT

A new schedule of charges for 1949-50 under the Uniform Grain Storage Agreement was approved on April 15 by the Commodity Credit Corporation. The schedule of rates for Wheat, Rye, Soybeans and Grain Sorghums for Terminal Elevators are:

- Area 1. (California, Arizona, Utah, Nevada, Oregon, Washington, Idaho, Montana, North Dakota, South Dakota, Minnesota)
 $1\frac{1}{2}$ c receiving
 $\frac{3}{4}$ c loading out
 $1/20$ c per day for 200 days
- Area 2. (Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Wyoming, Wisconsin)
 $1\frac{1}{2}$ c receiving
 $\frac{1}{2}$ c loading out
 $1/20$ c per day for 215 days
- Area 3. (Connecticut, Delaware, Indiana, Kentucky, Maine, Maryland, Ohio, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia)
 $1\frac{1}{2}$ c receiving
 $\frac{3}{4}$ c loading out
 $1/20$ c per day for 220 days
- Area 4. (Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, New Mexico, North Carolina, Oklahoma, South Carolina, Tennessee, Texas)
 $1\frac{1}{2}$ c receiving
 $\frac{3}{4}$ c loading out
 $1/20$ c per day for 230 days

All Areas.	Corn	Bar-ley	Oats	Flax
Receiving	$1\frac{1}{2}$ c	$1\frac{1}{2}$ c	$1\frac{1}{2}$ c	2c
Loading out	$\frac{3}{4}$ c	$\frac{3}{4}$ c	$\frac{3}{4}$ c	$\frac{3}{4}$ c
Per day for 200 days	$1/20$ c	$1/20$ c	$1/25$ c	
Per day for 90 days				$1/15$ c
Additional 110 days				$1/20$ c

GRAIN INSPECTION APPEAL RATES

Notice of a proposed amendment that would increase the fees charged for appeals from inspections under the U. S. Grain Standards Act was issued today by the U. S. Department of Agriculture.

The current fee for a carload is \$2. This would be raised to \$3. The minimum fee for cargoes and bin runs also would be raised from \$2 to \$3. No changes would be made in the appeal fees for submittted samples and truckloads.

Persons interested in the proposed amendment had to send their views in writing, not later than May 25, 1949, to the Grain Branch, Production and Marketing Admin-

istration, U. S. Department of Agriculture.

The current appeal fees have been in effect since 1942. Increases are being proposed now to bring the rates into line with increased costs of handling appeals.

CCC GRAIN SALES POLICY

The U. S. Department of Agriculture announced today that the following memorandum covering the Commodity Credit Corporation's policy regarding domestic sales of wheat, rye, barley, oats, and grain sorghums acquired under the 1948 price-support program is being sent by CCC to representatives of the grain trade:

"A larger volume of grain came into possession of CCC on May 1, 1949. The Corporation has no intention of disposing of these commodities in a way which might disrupt domestic markets. In a public announcement dated December 10, 1948, it was stated that CCC owned or controlled farm commodities would not be sold domestically (except for specified exemptions) at prices less than the lowest of the following: (1) A price that will reimburse CCC for its costs; (2) 90 percent of the parity price; or (3) a price halfway between the support price, if any, and parity. In 1948, domestic sales could not be made at less than the parity or comparable price.



He started retiring today!

... and it feels good!

It's going to take time, but the point is . . . he's taken that all-important *first step* . . . he's found a way to make saving a sure, automatic proposition . . .

He's buying Savings Bonds through the Payroll Savings Plan!

This makes saving an absolute certainty! You don't handle the money to be invested . . . there's no chance for it to slip through your fingers

and . . . U. S. Savings Bonds pay you 4 dollars for every 3 invested, in ten years!

Think it over! We believe you'll agree that bonds are the smartest, surest way there is to save.

Then—sign up for the Payroll Savings Plan yourself, today! Regardless of your age, there's no better time to start retiring than *right now!*

P. S. If you are not eligible for the Payroll Savings Plan, sign up for the Bond-A-Month Plan at your bank.

Automatic saving is sure saving—U. S. Savings Bonds



Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.

"This announcement is made to reaffirm the policy set forth above. As prospective 1949 grain harvests give promise of adequate supplies for domestic use, it is not contemplated that a substantial quantity of Government-owned grain will be needed for domestic use or consumption. Any such grain which is sold will be sold at the market price, but not less than cost to the Government. Stocks of Government-owned grain may be exchanged for like grain of the same or a different quality or at different locations as a part of a coordinated program for exporting and storing Government-owned grain."

STANDARDS FOR SOYBEANS REVISED

Revised official grain standards for soybeans, designed to meet present usages of the trade—including producers, country and terminal handlers, and processors—more effectively than the standards now in use were promulgated today by the Secretary of Agriculture. The revised standards become effective September 1, 1949.

The new standards combine dockage and foreign material into one factor to be known as "Foreign Material". As a result of this combination, the new maximum limits for foreign material are increased by 1 percent in each grade. Under present standards, dockage is assessed in terms of whole percent and fractions of a percent are disregarded. Under the new standards, all fractions will be included.

Moisture limits are unchanged in the new standards, but the percentage of splits permitted in grades 2, 3, and 4 is increased. Another change is a redefinition of "Yellow Soybeans" to include soybeans having yellow or green seed coats, and which in cross section are yellow or have a yellow tinge. There is also a special limitation of 2 percent of soybeans of other class in grade No. 2 Yellow Soybeans. Other minor changes in structure and language are included in the new standards.

The revised standards have been promulgated after careful consideration of information received at

public hearings and in writing on this subject during the past two years, as well as of other information available to the Department of Agriculture. Hearings were held in 1947 and 1948 in Ohio, Illinois, and Iowa, after notices of hearings and statements of proposed revisions were published in the Federal Register of the United States. All interested persons were given opportunity to express their views at these hearings or to submit opinions in writing.

SOYBEAN CONVENTION

The 29th annual convention of the American Soybean Association will be held at Minneapolis and St. Paul Sept. 6, 7 and 8, Geo. M. Strayer, Association secretary treasurer, has announced.

Headquarters will be at the Hotel Nicollet in Minneapolis. Program of the convention will be built around the theme, "Soybeans Are Worth More," and some speakers of national reputation are being scheduled, to be announced later, Strayer said in his announcement.

APPRECIATED EFFORTS

Well-deserved thanks are due to the 20th Anniversary SOGES Convention committees for their arduous efforts to assure a successful meeting. Headed by Robert R. Bredt, General Convention Chairman, the local groups functioned efficiently to present an outstanding program of sessions and events that merited praise from all the SOGES members who took part

in the meeting in Minneapolis, May 11-14. The officers and members of the Society applaud and congratulate Bob Bredt and his committees. It was a great convention and great cohort of convention planners and workers.

General Convention Chairman — Robert R. Bredt, Fruen Milling Company
Ass't Convention Chairman—Henry

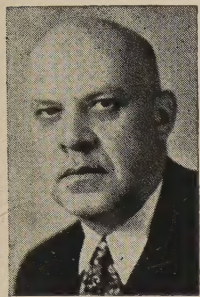
J. Anderson, Bunge Corporation
Convention Sec'y Treas. — James Auld, Hales & Hunter Co.
Finance Committee — Paul H. Christensen, Chairman, Van Dusen Harrington Company
Publicity Committee — Henry J. Anderson, Chairman, Bunge Corporation
Reception Committee — Robert L. Ranney, Chairman, Ralston Purina Company
House Committee — Smith L. Champlin, Chairman, Archer-Daniels-Midland Company
Transp. Committee — Maynard Losie, Chairman, Hallet & Carey Company
Banquet Committee—Hill F. Shephardson, Chairman, Hart-Carter Company
Associates Committee — Frank J. Kohout, Chairman, A. C. Horn Company
Ladies Entertainment Committee—Robert W. Morgan, Chairman



Buffalo SOGES Ladies' Night

GROVER C. MEYER DIES

SOGES members will miss the hard-working, jovial Grover C. Meyer, Kansas City (Mo.) Power & Light Co., who



passed away on June 1 after an illness of more than a year. Grover joined the Society in 1935 and was a familiar figure

to its members through his activities at the annual conventions. He headed the Associates' Entertainment Committees and only his illness kept him from acting as toastmaster at the 1949 convention.

G.M.I. MAN HEADS CEREAL CHEMISTS

Dr. Frank C. Hildebrand, General Mills, Inc., Minneapolis was elected president of the American Association of Cereal Chemists at the 34th Annual Convention held May 19. High spots in the chemists' meeting were projects for the further enrichment of corn, rice and breads, and the recent advances in nutritional research in grain foods.

DALE W. McMILLEN, SR., HONORED

Dale W. McMillen, Sr., Chairman of the Board of Central Soya, Inc., and its subsidiaries, has been named "man of the year" by Council 212 of United Commercial Travelers.

A-D-M SUPER DEAD

Harry Stollberg, superintendent of Archer-Daniels-Midland Co.'s Milwaukee plant died recently.

CORRECTION

In the May issue of GRAIN it was stated under the heading "New Car Unloader Designed" that the device had been patented. The inventor of the device advises that it should have been "patent pending."

SAFETY HINTS

Railroad crossings' greatest need: Twice the caution — half the speed.

QUAKER OATS PROMOTES D'ARCY

The Quaker Oats Company, Chicago, today announced the appointment of John D'Arcy, Jr., as assistant general operating manager. He will supervise all manufacturing, manufacturing costs, product control, and the company's mill coordinator program.

D'Arcy was assistant superintendent of the Quaker Oats mill in Akron, Ohio, before his transfer to production control work in Chicago headquarters in 1947. He joined the company as a milling student in 1939.

EARL GRAVATT DIES

Earl Gravatt, owner of the Kansas City Mill & Elevator Co., and a member of the S.O.G.E.S. since 1938, died on April 23.

WESTINGHOUSE MANUFACTURING AND REPAIR PLANT OPENED

Launching of full-scale operations at the newly completed Westinghouse Manufacturing and Repair plant here at 3900 W. 41st Street was celebrated recently. Some 3000 persons, representing leading industrial organizations in the area, attended the open house.

This new 2 million dollar plant is built on 22 acres of ground and so designed as to expand its facilities as industrial Chicago expands. Covering some 230,000 sq. ft. of floor space, it is the largest electrical repair plant in the midwest.

J. S. Hagan, Northwestern District Manager of the manufacturing and repair department reported these extensive facilities will be able to accommodate all types of electrical repairs on industrial apparatus of

MAAS HEADS SCREW CONVEYOR CORP.

At a meeting of the Board of Directors of Screw Conveyor Corporation in Hammond, Indiana, May 9th, Russell B. Maas was elected President and General Manager.

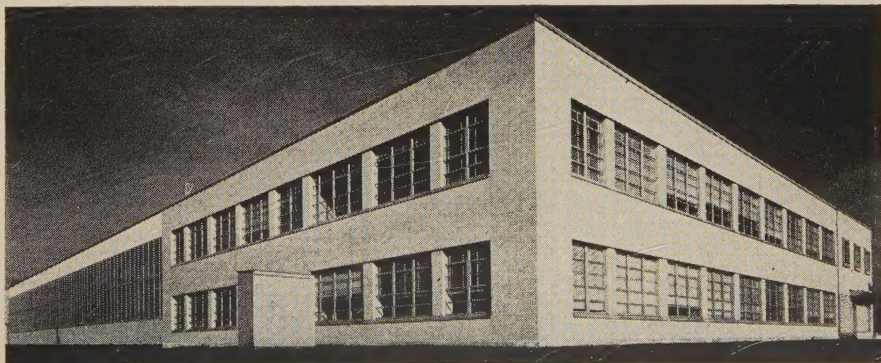
Other officers of the company were elected as follows:

Philip A. Hinkley, Executive Vice-President; E. P. Escher, Vice-President in charge of Sales and Engineering; C. F. Abraham, Vice-President; Henry E. Cleveland, Secretary and Harvey O. Carlson, Treasurer.

Joseph L. Kozak, former President, and his son Earle J. Kozak, former secretary, whose interests have been acquired by the company, are no longer connected with this enterprise.

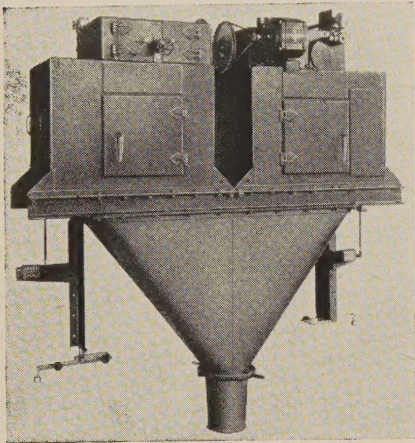
all sizes. These facilities are, essentially: the repair of heavy traction apparatus, large rotating equipment, industrial motors and control, power and distribution transformers, and reoperation of refrigeration units. The plant is also engaged in the manufacture of switchgear, industrial control, control centers, lighting and power panels, and mining-permissible control.

Certain operations are available here that exemplify the completeness of their facilities. High frequency testing equipment impresses high voltages to locate inherent weaknesses in electrical insulation . . . Dynamic balancing equipment for the balancing of rotating units ranging in weight from 2 lbs. to 5 ton, and high potential testing equipment applying voltages up to 150,000 volts in the testing of transformers.



New All-Electric Bagger

A new, completely modern, all-electric automatic duplex bagging scale is now being produced by the Richardson Scale



Duplex Bagging Scale

Co. It accommodates gravity or power feed arrangements for bagging feed, meal, grain, chemicals, fertilizers and most other materials normally put up in open-mouth paper or textile bags.

Designated the Model E-50 Duplex, the new bagger comprises two scales with a common bagging spout. It has a normal range from 5 lbs. to 25 lbs. and from 25 lbs. to 50 lbs. Units of greater capacities can be furnished for special applications.

Claimed by the manufacturer to be the fastest bagging machine, it is capable of handling 24 10-lb. bags and 18 25-lb. bags per minute, speeds varying with the type of material, method of feeding and size of unit weighing. Slip-on spouts are supplied for changing bag sizes as required.

The machine is totally enclosed to provide dustproof operation and all electrical construction is explosion-proof, conforming to requirements of the National Electric Code and National Board of Fire Underwriters for Class 2, Group G hazardous locations.

The E-50 can be used independently or as part of a co-ordinated packing system.

Complete information on the new scale will be furnished by the manufacturer at Clifton, N. J., on request.

WATCH DISPOSAL OF FLUORESCENT LAMP TUBES

The disposal of burned out fluorescent lamp tubes may introduce a health hazard. (Developments in the near future, however, may eliminate the major portion of the health hazard). The possible hazards, in order of their severity, are these:

1. The dust of beryllium compounds with which the tubes are coated may be inhaled.
2. Cuts or scratches from the broken tubes may retain some of the beryllium compounds.
3. Mercury vapor (tubes contain some free mercury) may be inhaled.

Probably the best method of disposal where many tubes (hundreds a day) are replaced is that used by tube manufacturers themselves. From a floor above, through a slot, the tubes are dropped into an enclosed and ventilated crusher. Broken glass is removed wet. Exhaust goes through a collector and captured dust is wet down and removed.

Tubes may be broken in a ventilated hood by means of a crowbar or length of pipe. The ventilated hood should be enclosed on all sides except the working front and

should be so arranged that the operator cannot enter. Face velocity should be 150 to 200 feet per minute. Grated floor is recommended so that broken glass will drop into a hopper where it can be wet down and removed. Ventilation should be through a collector where accumulated dust can be wet and removed with minimum handling.

Smaller users of lamps can place the tubes in a weighted burlap bag, immersed in water in a trough or shallow tank, where they can be broken with a crowbar or length of pipe. The wet bag, unopened, is then removed and dumped.

Disposal in incinerators is not recommended.

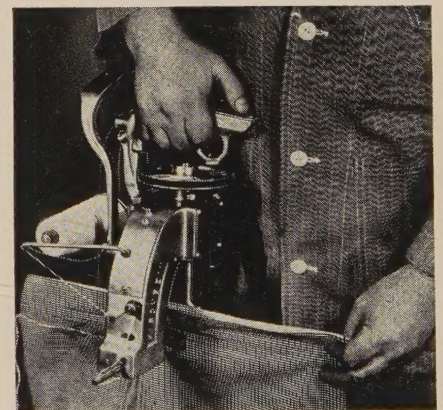
Although the tubes are under vacuum and implode when broken, once in a while one will explode. In any method of dry breaking or in handling wet broken glass, heavy gauntlets and goggles should be worn.

It is very important that cuts from the coated glass be seen at once by a physician. Experience has shown that even a small amount of the powder remaining in a minor wound may delay healing and cause excessive growth in the scar.

A Bag Closer That Pays for Itself

A new portable bag closer is now on the market. Operated by one man, this machine is easily mastered in a matter of minutes. It weighs 10½ lbs., operates on any 110 volt circuit, and carries a full cone of thread, in addition to a built-in knife unit.

The closer works on any textile bags of common design, and in recent tests has proven itself effective on both paper



and asphalt treated bags as well. Smaller bags are now usable, because the material need no longer be bunched at the top. With this machine, an operator can close 200 bags an hour. The stitches are extremely tight, and run four per inch.

A handy thumb depressor-switch, comfortably placed, assures good delivery of power and ease to the operator.

The machine is available through the Dave Fischbein Co., 38 Glenwood Avenue, Minneapolis 3, Minn.

BRUSHES RIGHT—FROM THE START— In Quality and Workmanship



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Separator Brushes

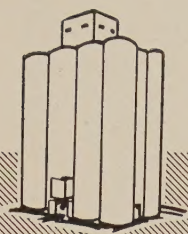
We can furnish separator brushes for any machine.

← The STAR Warehouse Push Broom

This is the broom that is used by most large terminal elevators for sweeping grain out of box cars.

Brushes for Every Commercial and Industrial Use

FLOUR CITY BRUSH CO., Minneapolis 15, Minn.



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Remember!

TIME IS THE *Only* TEST TUBE FOR DETERMINING THE MERITS OF *Any* METHOD OF REPAIRING AND WEATHER-PROOFING

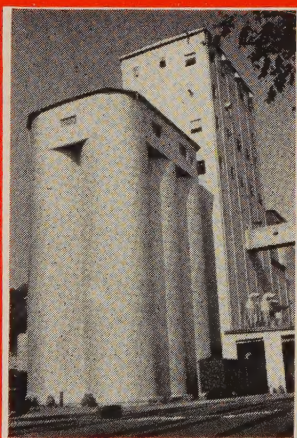
And just what does time have to say about repairing and weather-proofing by the B. J. Many Company, Inc.?

Here's what: elevator structures repaired and weather-proofed by the B. J. Many Company, Inc. fifteen and **more** years ago are today in a fine state of preservation . . . unaffected by moisture . . . providing maximum protection throughout the years for structures and grain they contain.

That's why we continue to use time tested and proven methods and materials.

Write for literature fully describing B. J. Many Company Inc. dependable time tested methods that assure a **lasting** job.

Your structures inspected and cost estimate for essential repairs submitted without obligation on your part.



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BRANCH OFFICES: 1100 Baltimore Life Building, Baltimore 1, Maryland—827 N. W. 31st Street, Oklahoma City, Oklahoma.

AUTHORIZED AGENTS: Mr. H. W.

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Machinery Supply Co., Ltd., 203 Hardisty Street, Fort William, Ontario, Canada—Northland Machinery Supply Co., Ltd., Winnipeg, Manitoba, Canada—Toronto, Canada.